

The Original and Genuine Worcestershire

RUSSIA'S DEMANDS IN CHINA.

The N. C. Daily News of the 18th inst. says:—We printed a few days ago the Japan Mail's version of the demands of Russia. In the Peking and Tientsin Times, they appear with additional corrections ascertained from private sources, as follows:—

- 1.—That the Three Eastern Provinces (Manchuria) shall never be sold or leased to any foreign power. ("Other Power" is the exact expression in the Jiji's message, but that would be too blunt, we imagine, even for Russia's present methods. Japan Mail.)
- 2.—That the "Other Power" is quite correct however and is used in the original text.
- 3.—That China shall agree to the laying by Russia of a second line of telegraph side by side with the present Chinese line from Port Arthur to Moukden.
- 4.—That the telegraph lines from Port Arthur to Newchwang and Moukden as long as she also holds the present line from Peking to Newchwang, a pretty permanent arrangement, doubtless.
- 5.—That under no pretext whatever shall China hereafter employ foreigners for service in North China.
- 6.—"North China" is used in the text, and particular reference is made to mining and other exports to Manchuria and Mongolia, but the term may also include portions of Shansi and Chihli. There is nothing in the text to signify that Manchuria alone is referred to.
- 7.—That the Customs dues collected at Newchwang shall be paid into the Russian Chinese Bank; that the Commissioner of Customs must be a Russian subject, and that the same Commissioner shall discharge the duties of sanitary inspector.
- 8.—Reference in this article is made to a Sanitary Board to consist of a Russian Commissioner of Customs, a Russian doctor, a bacteriologist (no nationality named), the Representative of the Agent of the Chinese Eastern Railway, the Consul (or their representatives), and a Peking-shan (the Russian appointed) Customs Tsoi.
- 9.—That no part of Manchuria, with the exception of Newchwang, shall be opened to foreign trade.
- 10.—This should be that no other places in Manchuria shall be accorded the status of a treaty port.
- 11.—That the status quo shall be continued in Mongolia, and that no change whatever shall be made in its administrative system.
- 12.—That all privileges enjoyed by Russian subjects prior to the Boxer outrage shall be restored.
- 13.—This should read that all present privileges enjoyed by Russians in Manchuria be maintained.

For the past quarter of a century there has been one continuous flow of letters bearing testimony to the truly wonderful cures effected, by Clark's World-famous Blood Mixture, the finest Blood Purifier that science and medicine have brought to light. Sufferers from Scrofula, Scoury, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of any kind are solicited to give it a trial to test its value. Sold everywhere, at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

Intimations.

STEAM TO CANTON.

THE Splendid new Steel Twin Screw Steamer **"KWONG CHOW,"** 1474 Tons, Captain WALKER, leaves HONGKONG for CANTON at 3 p.m. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m. Unexcelled accommodation for First Class Passengers. Ship lighted throughout by Electricity. Passengers Fare \$4.00 Single Journey. Meals \$1.00 each. The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST.
Hongkong, March 19, 1903. 612

HONGKONG-MACAO LINE.

S. S. "WING CHAI,"
Capt. SAMUEL DELL SMITH.

DAILY Departures from HONGKONG to MACAO 8 a.m.; from MACAO to HONGKONG 2 p.m. (Sundays included). 1st class fare (including Cabin and Stewards) \$3; return ticket \$5. 2nd class \$1.50; return ticket \$2.50. 3rd class \$1. Superior Cabin Accommodation. Wharf in Hongkong opposite Central Market; at MACAO, C. M. S. N. Company's Wharf. For Freight &c., apply to **SAM WANG & CO., LTD.,** Queen's Road Central. Hongkong, April 28, 1903. 931

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.
"CHU KONG,"
Capt. MASON.

Departures from HONGKONG to MACAO Daily, at 7.30 a.m., SUNDAYS included. Departures from MACAO to HONGKONG Daily, at 2 p.m., SUNDAYS included. This Steamer is the latest and has Superior Cabin Accommodation. Fares: 1st Class \$1.50 2nd 70 3rd 30 Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 32, Bonham Strand West.
Hongkong, May 15, 1903. 379

MINERAL ASSAYS & ANALYSES.

THE YANAM VALLEY COMPANY, LTD., having its own well-equipped Laboratory, is prepared in order to assist in the Mining Development of China, to do Assay work of all descriptions. Quantitative Analysis, and to classify minerals for Mining purposes, and also Minerals of Economic value, and consultations arranged by appointment. Terms moderate. Address:—**THE LABORATORY,** 4th, Northam Road, Yanchow, Shanghai. 172

Intimations.

BANK HOLIDAYS.

IN accordance with Government Notification No. 318, the Undermentioned BANKS will be CLOSED for the transaction of Public business on MONDAY, the 26th inst.

- For the 'Chartered Bank of India, Australia and China,'
T. P. COCHRANE,
Acting Manager, Hongkong.
- For the 'Hongkong and Shanghai Banking Corporation,'
J. R. M. SMITH,
Chief Manager.
- For 'The National Bank of China, Limited,'
H. PINCKNEY,
Acting Chief Manager.
- For 'The Mercantile Bank of India, Limited,'
EVAN ORMISTON,
Manager, Hongkong.
- For the 'Banque de l'Indo-Chine, Hongkong Agency,'
G. MAYER,
Acting Manager.
- For the 'Yokohama Specie Bank, Ltd.,'
TARO HODSUMI,
Manager.
- For the 'Imperial Bank of China,'
E. W. RUTTER,
Manager, Hongkong.
- For the 'Deutsch-Asiatische Bank,'
H. FIGGE,
Manager.
- Per. PRO RUSSO-CHINESE BANK, BANK OF SOUTH CHINA,
J. W. R. TAYLOR,
Managing Director.
- Guaranty Trust Co., of New York,
E. F. GROS,
Manager.
- For the International Banking Corporation,
C. R. SCOTT,
Manager.
- For the Bank of South China,
J. W. R. TAYLOR,
Managing Director.

Hongkong, May 19, 1903. 1053

VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY & PRIORY will be held at the EXERCISES' HALL, on Tuesday, the 26th inst., at 8.30 p.m. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, May 22, 1903. 1098

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ANNUAL ORDINARY GENERAL MEETING of the Company (under its Registration) will be held at the Office of the Company on THURSDAY, the 28th inst., at Eleven o'clock in the forenoon, for the purpose of receiving the Report of the GENERAL MANAGERS together with a Statement of Accounts for the 31st December, 1902.

The REGISTER of SHARES will be CLOSED from FRIDAY, the 22nd inst., until SATURDAY, the 30th inst., both days inclusive, during which period no Transfer of Shares will be registered.
By Order,
A. H. MANOELL,
Sec. clery.
Hongkong, May 15, 1903. 1049

CHINA LIGHT & POWER CO., LIMITED.

NOTICE.

THE SECOND ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Company's Office No. 14, Des Voeux Road, on SATURDAY, 31st inst., at 11 a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1903, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th to 30th inst., both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, May 18, 1903. 1071

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE STATUTORY MEETING of the Company will be held at the COMPANY'S OFFICE, No. 4, QUEEN'S BUILDINGS, on SATURDAY, the 6th June, at Noon.

J. WHEELLEY,
General Manager.
Hongkong, May 22, 1903. 1103

BOARD AND RESIDENCE

"KILLADOON"

ON the North Spur of MORRISON HILL, 151a WANCHAI ROAD, Light, Airy and well-furnished Double and Single Rooms, with full view of the Harbour.

For Terms, Apply on the Premises to **Mrs G. S. WEBB.**
Hongkong, December 13, 1902. 2024

MR. W. C. JACK,

Member of the Institute of Naval Architects, and Assistant Manager at Hongkong Dock.

HAS the Honour to inform the public that he has this day commenced business as CONSULTING ENGINEER and SURVEYOR in Hongkong.

Hongkong, 1st March, 1903.

E. O. WILKS & CO.,

AGENTS for the Construction and Sale of Ships, Marine Engineers, Naval Architects and Surveyors.

Collisions and Damages Surveyed for Insurance Companies.

SHIP'S DECKS AND REEFINGS PREPARED.

Telegraphic Address: **MARINEWORK, HONGKONG.**

Cables used A. L. and A.B.C. 4th and 5th editions.
Hongkong, March 24, 1903. 648

Intimations.

GOVERNMENT NOTIFICATION.

IT IS HEREBY NOTIFIED that the VALUATION LISTS for the Colony for 1903, will be open to inspection at the Treasury for Twenty-one days, commencing on TUESDAY, the 26th May, 1903.

By Command,
F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, May 20, 1903. 1095

NOTICE TO MARINERS.

No. 173 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

Temporary withdrawal of the Tungsha Light-vessel.

NOTICE is hereby given that, on or about the 1st June next, the Tungsha Light-vessel, 'Tungsha', will be removed for repairs, and that the temporary Light-vessel 'Lee Yuen' will take her place.

The 'Lee Yuen' is a three-masted steamer painted black, having a black funnel with a yellow band round it. Her mainmast, which is surmounted by a Black ball, has a yard across, from each arm of which two fixed lights will be suspended in a vertical line. The two upper lights will be Red and at a height of 15 feet above the sea, and the two lower ones White at a height of 35 feet.

In clear weather, the Red lights should have a range of visibility of 5 miles, and the White ones a range of 10 miles.

A White light will also be exhibited from a point on the foremast at a height of 5 feet above the rail, to show the direction in which the Light-vessel is heading.

During foggy or thick weather, a gong will be sounded at intervals of one minute.

If the Light-vessel be driven from her proper position to one where she is of no use as a guide to shipping, the usual lights will not be exhibited, but a small fixed Red light will be shown at each end of the vessel; the ball will be struck as soon as possible and, until struck, it will be surmounted by a Red flag.

N.B.—It may possibly happen that one or both of the vertical lights on one yard-arm of the temporary Light-vessel may be obscured by her own masts or funnel to a vessel that is approaching her when she is swinging across the channel.

J. T. ELDRIDGE,
Acting Deputy Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 18th May, 1903. 1101

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS, REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL,' HONGKONG. A. B. C. Code, 4th Edition.

A. 1 Code, Light's Standard Code.

TELEPHONE, 232.
Hongkong, March 14, 1903. 503

A. G. GORDON,

M. ENG. N. R. NIELSEN, Esq., MEMBER INSTITUTE OF ENGINEERS AND SURVEYORS OF SCOTLAND.

CONSULTING MARINE ENGINEER, AND NAVAL ARCHITECT.

Damage, Collision and Wreck Surveyor.

14 Des Voeux Road, Central.
Telegrams: 'PESIDDO.'
2244

POHOMULL BROTHERS.

No. 57 and 59, QUEEN'S ROAD CENTRAL, HONGKONG.

HAVE always on hand an enormous Stock of Indian, Chinese and Japanese SILKS and GOODS made thereof suitable for Ladies and Gentlemen. Cashmere Shawls, Oriental and Egyptian umbrellas, Rugs; Persian and Indian Carpets; Jewellery; Maltese Lace Articles; Gross Cloth Embroidered Goods.

Also

8 Genuine Camphorwood boxes; Fans and several other articles made up of Ivory, Mother-of-pearl, Sandalwood and Tortoiseshell, &c., &c., &c.

Quality will speak for itself. Very moderate Prices.
Hongkong, April 1, 1903. 721

HONGKONG HIGH-LEVEL TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.45 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS on Week Days.

Extra cars at 11.30 and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, 33 and 40, Queen's Road Central.

TA & YOUNG.

BOARDING ESTABLISHMENT, Splendid View of Harbour, No. 18, MACDONNELL ROAD Under European Management Apply at the House.

or **A. FAIRALL & CO.,** Proprietors, Hongkong Hotel, Hongkong, 1st January, 1903.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

FIRE—Marine—Typhoon—Accident (Special rates for Term)—Fidelity—Guarantee—Plate Glass.

Policies issued at current rates. **W. H. T. DAVIS, Manager.**

Office hours, 10 a.m. to 4 p.m. Saturdays, 10 a.m. to 12.30 p.m.

芳 CHOY FONG, 翠

Manufacturer of best quality of Pinned Ginger and Sweetmeats of all kinds at Moderate Prices. It has been discovered that some people have imitated the trade mark and name of our firm, so that our customers should be very careful against buying inferior goods bearing the imitations mentioned. 8, Sai On Lane, Shek-Tong-Tai, or enquire of Joo Te, Beng Hong 18, Bonham Strand West.

Hongkong, April 17, 1903. 855

ZETLAND HOUSE,

No. 10, QUEEN'S ROAD CENTRAL.

SUPERIOR ACCOMMODATION. Moderate Charges.

MRS. WATLING, Proprietress.

Hongkong, January 14, 1903. 56

JOHN ROBERTS & CO., LD., BOMBAY.

Specialists in

BILLIARD TABLES

BILLIARD ROOMS Furnished Throughout.

A large stock of Cues, Cloth, Chalk, Tips and all other accessories.

IVORY, BONZOLINE & CRYSTAL BALLS.

Old Cushions Re-rubbered on the New Low Set principle and made equal to new.

CATALOGUES can be had from the Office of this Paper. Estimate on Application.
Hongkong, May 10, 1903. 1076

THE CHINA LIGHT & POWER COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS and NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to—**THE MANAGER OF WORKS AT HUNGHOM;** or **SHEWAN, TOMES & CO.,** General Managers.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FRICKHAM, LONDON, ENGLAND.

QUEEN'S HOTEL, WEIHAWEI.

SANITARIUM OF NORTH CHINA.

SUMMER SEASON OF 1903.

THERE are (60) sixty bedrooms—all with bathrooms attached. A new Bar and Billiard-room, as well as a Concert Room, are connected with the Hotel and there is ample room for Dancing.

The Hotel is beautifully situated on a high hill and commands a full view over the mainland, the Bay, and the Island.

Weihaivei is noted for its scenery, healthy and cool climate during the Summer. There are several fine bathing beaches, good walks, and there is also good fishing to be had in the Bay.

Intending visitors are advised to secure their rooms either by wire, or letter, so that they can be reserved.

Steam-launch of the Hotel meets all steamers.

ROOM AND BOARD.
One room for one person, \$5 per day or \$150 per month.
One room for two persons, \$10 per day or \$300 per month.
If one or two persons occupying two rooms:—
\$12 per day or \$300 per month.

Children (under 10 years), Half price.
JNO. A. W. LOUREIRO, Manager.

RICHMOND GEM CIGARETTES.

Richmond Gem Cigarettes are made from Pure Sun Cured Virginia Natural Leaf Tobacco.

ABSOLUTELY PURE.

THE NEATEST THING OF THE DAY.

PACKED BY A SPECIAL VACUUM PROCESS IN AIR-TIGHT TINS OF 50s. WITH BAMBOO MOUTHPIECE AND A HANDSOME CURVED CIGARETTE CASE WHICH FITS THE PACKET.

To be obtained of Messrs Kruse & Co., MANUFACTURED BY

American Tobacco Co. Branch,
British-American Tobacco Co., Ltd.

YARROW'S SHALLOW DRAFT STEAMERS.

STERNWHEEL-STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. YARROW have built a very large number of successful examples for all parts of the world.

Vessels on this system are constructed when required, to draw as little as 10 inches. The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs. YARROW & Co., Ltd.

For particulars apply to **YARROW & CO., LTD.,** Shipbuilders, POPLAR, LONDON.

Agents for LEA & PERHINS' WORCESTERSHIRE SAUCE.

CROSSE & BLACKWELL'S LTD.

By Special Warrant Purveyors to His Majesty The King.

CELEBRATED OILMAN'S STORES.

JOHN ROBERTS & CO., LD., BOMBAY.

Specialists in

BILLIARD TABLES

BILLIARD ROOMS Furnished Throughout.

A large stock of Cues, Cloth, Chalk, Tips and all other accessories.

IVORY, BONZOLINE & CRYSTAL BALLS.

Old Cushions Re-rubbered on the New Low Set principle and made equal to new.

CATALOGUES can be had from the Office of this Paper. Estimate on Application.
Hongkong, May 10, 1903. 1076

THE CHINA LIGHT & POWER COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS and NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to—**THE MANAGER OF WORKS AT HUNGHOM;** or **SHEWAN, TOMES & CO.,** General Managers.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FRICKHAM, LONDON, ENGLAND.

QUEEN'S HOTEL, WEIHAWEI.

SANITARIUM OF NORTH CHINA.

ESTABLISHED 1859.
ACHEE & CO

祥利廣
17a Queen's Road.

**Furniture
Dealers.**

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

**WM. POWELL,
LIMITED.**

**Juvenile -
Department**

Light Silk Muslin
and Silk Hats
and Bonnets.

Man o' War Hats
and Trimmed
Straws.

BOYS' WASH-
ING BLOUSES,
SUITS, AND
COLLARS.

GIRLS' PRETTY
SUMMER
DROCKS.

HOSIERY, BOOTS
AND SHOES

**China and
Glass**

Table Sets, Dinner
Services, Coffee & 5 o'clock Tea
Sets. All kinds of Glass
Ware for the Table.
Kitchen Utensils, Iron-
mongery.

28 & 34, QUEEN'S ROAD.

TRADE MARK.
Telephone No. 135.

'D. C. L.'

**OLD TOM
and
DRY GINS**

\$9.00 per dozen
**The best Gin on
the Market, its
purity defies
Competition.**

SOLE AGENTS,
H. PRICE & CO.,

MEMOS. FOR TO-MORROW.
Miscellaneous.
Goods per Canton not cleared at 4 p.m.
on this date subject to rent.
Goods per Glenelg not cleared on this date
subject to rent.

MEMOS. FOR MONDAY.
Miscellaneous.
Goods per Bengo Maru not cleared on this
date subject to rent.

General Memoranda.
TUESDAY, May 26.—
2.30 p.m.—Action of Sundry Goods &
Electro, &c., at Messrs Hughes &
Hough's Sales Rooms.
8.30 p.m.—Meeting of Victoria Propriety
and Property at Freemasons' Hall.
Goods per *Sturges* undelivered after
this date subject to rent.
THURSDAY, May 28.—
11 a.m.—Meeting of Shareholders of A.
S. Watson & Co., Ltd., at the Company's
Office.
Register of Shares of A. S. Watson & Co.,
Ltd., closed from this date to 30th
May, inclusive.
Transfer Books of China Light & Power
Co., Ltd., closed from this date to the
30th May, inclusive.
SATURDAY, May 30.—
11 a.m.—Meeting of Shareholders of
China Light & Power Co., Ltd., at the
Company's Office.
SATURDAY, June 6.—
Noon.—Meeting of Statutory of The
China Light & Power Co., Ltd., at the
Company's Office.

**A. S. WATSON & CO.,
LIMITED.**

Established A.D. 1841.

**Aerated Water
Manufacturers.**

**BREWED
GINGER BEER**

IN STONE BOTTLES.

The Ginger Beer we supply is pro-
pared in our well-known factories from
the freshest and best ingredients, and
holds the unique position of being THE
ONLY GINGER BEER IN THE CO-
LONY THAT IS REALLY BREWED.

Of the highest standard of excellence
and purity, our Ginger Beer forms a
most refreshing and health-giving
beverage.

Price in Stone Bottles—
Per dozen.....\$1.75.

One dollar per dozen is allowed for the
bottles when received back at our Fac-
tories in good condition.

A. S. WATSON & Co., Limited,
BREWERS OF GINGER BEER, AND
AERATED WATER MANUFACTURERS.

Established A.D. 1841.
16th May, 1903.

THE CHINA MAIL.
HONGKONG, SATURDAY, MAY 23, 1903.

EDITORIAL COMMENT.

As we anticipated in our
editorial remarks on the
19th inst., Dr Atkinson,
Principal Civil Medical
Officer, was able, at the
Sanitary Board meeting
on Thursday, to give an explicit explanation
regarding the meeting of property
owners summoned by the Secretary of
the Board. The meeting was arranged
for nothing more or less than to give
the Government an opportunity of ex-
plaining to the Chinese the effects of
certain clauses in the new Public Health
and Buildings Ordinance, and had the
word 'Chinese' been inserted in the
advertisement before the words 'property
owners,' all misunderstanding would
have been avoided, in all probability.
Apart from the advertisement, how-
ever, it is a pity the Sanitary De-
partment did not take the opportunity
afforded by Mr Shelton Hooper's letter
of enquiry to make it perfectly clear
beforehand why the meeting was called.
Surely that was the obvious course to
pursue. Instead of informing the
Secretary of the Land Investment Com-
pany for what purpose the meeting was
called, the letter signed by the Secretary
of the Board and initiated by the Prin-
cipal Civil Medical Officer only tended
to obfuscate the matter. In that letter,
Mr Woodcock wrote: 'I am not in a
position to state what will transpire at
the meeting.' As a matter of fact, it
did not require the power of prophecy
to foresee what was to transpire at the
meeting. It was, in reality, an adjourned
meeting called for the object of
allowing the proper Government Offi-
cials an opportunity of explaining to the
Chinese property owners the force and
effect of two clauses of the new Ordinance.
It was known to the Officials,
therefore, that the meeting had no
power to pass resolutions calling for an
amendment of the Ordinance, that is to
say, resolutions that could be considered
binding upon any property owners not
represented at the meeting. The meet-
ing was called for a definite object, and
had Mr Shelton Hooper's letter been
answered categorically, then all
misunderstanding would have been
avoided. We have no desire to
make capital out of Dr Atkinson's
public statement. We refer to this
subject again merely to reiterate what
we said on the 19th inst., that we did
not believe the suspicions that were
abroad had any real justification, and
to express our appreciation of the
Government's desire to avoid unneces-
sary friction in applying the new
Ordinance. Everybody who has the
welfare of the Colony at heart must
sympathise with the officials who have
to administer the new sanitary laws.
They are face to face with some of the
gravest problems of the officials of this
Colony ever had to solve. They will
require all the help that men of affairs
can afford them; and for that reason
it would be well to avoid, in future,
any semblance of undue secrecy where
important interests are involved.

Generals in the Indian Army.
It has been decided that promotion to
the rank of General in the Indian Army
shall ordinarily be by seniority and that
this shall apply to the few remaining
General Officers of the old Indian Army.
Lieutenant-Generals and Generals of the
old Indian Army will, as at present, remain
on the Active List until they attain sixty-
seven years of age, or until they have been
employed continuously for five years after
their promotion to Major-General, which-
ever may happen first. It is further
ruled that General Officers of the Indian
Army as well as those of the old Indian
Army may now defer their election between
unemployed pay and the new rates of half
pay with the special conditions of retire-
ment attaching to each until the time comes
for their transfer to the Unemployed
Superannuation List.

Remember the Name.
YOU may have an attack of diarrhoea,
dysentery, or pain in the stomach
one of these days, and it will be well to
remember the name of a medicine that will
cure you. Say it slow—Chamberlain's
Colic, Cholera, and Diarrhoea Remedy.

Who has had occasion to use Cham-
berlain's Colic, Cholera, and Diarrhoea
Remedy for diarrhoea or bowel disorders,
and see what they say.

No one has ever used this medicine with-
out praising it for its always cures. Get
a bottle today; it may save a lot of
trouble, and perhaps a life. For sale by
all chemists and medicine vendors; WAT-
KINS Ltd., General Agents.

Test: Blood is the source from which our
systems are built up, and from which we derive
our mental as well as our physical capabilities.
If the blood is diseased the body is diseased.
Sufferers from Scour, Cholera, Dysentery, Bad
Legs, Skin and Blood Diseases, Pimples, and
Scars of any kind are solicited to give Chamberlain's
World-famous Blood Mixture a trial to test its
value. Thousands of wonderful cures have been
effected by it. Sold everywhere at 25c. per
bottle. Beware of worthless imitations and sub-
stitutes.

LOCAL AND GENERAL.

Opium Smuggling.
On the 10th inst., one of the engineers
of the *Pha Chem Kiao* found 140 tins of
opium concealed in the engine room of that
vessel while she was lying in Bangkok.
The discovery was reported to the opium
farm.

Post Office and Empire Day.
Monday next, the 25th inst., having
been declared a Public Holiday, the Post
Office will open for 1 hour only, i.e., from
8 a.m. to 9 a.m. There will be a delivery
at 9 a.m., and a clearance from the whole
of the Pillar Boxes as on Sunday. The
Night Box will be kept open. The Money
Order Office will be entirely closed.

Band Performance.
The following is the programme of
music to be played by the Band of the 1st
Sherwood Foresters, on the New Parade
Ground, on Monday next, the 25th inst.,
from 5 p.m. to 6.30 p.m.:—
March—'The Star and Stripes for
Ever'.....Souza
Selection—'Coppelia'.....Delibes
Overture—'The Girl from Kays'.....Schubert
Selection—'The Girl from Kays'.....Caryl
Troop—'Spring Flowers'.....Bradley
Selection—'Plantation Song'.....Chambers
GOD SAVE THE KING.

Suicide at Manila.
Mr Charles O. Keene, for a long time
connected with the Adjutant-General's office
at the Estado Mayor and lately with the
Quartermaster's department, committed
suicide on May 17 at No. 637 Calle
Bilbid, Manila. The deceased shot himself
through the head, with a 45 Colt's revolver,
and died later at the Civil Hospital. He
left a note addressed to Sergeant J. D.
Williamson, in which he stated that he had
decided to rid himself of all his troubles
and requested the forgiveness of his
friends, who, he wrote did not understand
circumstances.

Mr Drummond Hay.
Mr Drummond Hay, who came to China
for 7 years ago, left Shanghai for Hong
Kong on the 16th inst. He spent
thirty years in Shanghai and ten in Japan.
At one time, he managed Messrs Wheelock
& Co.'s business, at another time the busi-
ness of Messrs Childs, Macgregor & Co.,
and of late years he has been the General
Manager of the North-China Herald Office,
Secretary of the Chamber of Commerce,
and Honorary Secretary of the Lyceum
Theatre Trust. He held high rank as a
Freemason, was at various times secretary
of the Scotch and English clubs, and was
for a long time secretary and a most val-
uable member of the A.P.C.

R.M.S. 'Sirius.'
The second-class cruiser *Sirius*, in
command of Captain Charles H. M. Moore,
arrived at Colombo on the 7th inst. from
home on her way to relieve the *Pique*, her
sister-ship, on the China station. The
Sirius, which is of 3,600 tons displacement,
9,000 indicated horse-power, with a speed
of 19.75 knots an hour, was built at
Elswick in 1890. During the last six years
she has been doing nothing, being placed
on the reserve at Devonport, where she
was commissioned on the 17th of last
month to relieve the *Pique*, Captain H. C.
Reynolds, which had been at China since
1900. The *Sirius* is armed with two 6-in.
guns, eight 4-pounders, one 3-pounder
and four machine guns, besides four
torpedo tubes. On the present voyage
she left Plymouth on the 31st March, and
on the way out touched at Gibraltar,
Malta, Port Said, Suez and Aden.

The Straits and its Currency.
We have referred from time to time to
the Commission which has been enquiring
into the Straits Currency question (says the
Times of Ceylon), and as long back as
January, it will be remembered that the
Chamber of Commerce in Singapore recom-
mended the Government to make gold the
basis of currency, and to fix the price of
exchange. To-day our special telegram
tells us that the Currency Commission has
also reported much in the same way. The
Commission holds that a gold currency is
practicable for the Settlement, and its fol-
lowing recommendation is probably the
same as the one made by the Chamber of
Commerce, viz., that the British sovereign
should be the basis of the currency. The
Currency Commission referred to sat some
months ago and examined witnesses of
every shade of opinion. It is scarcely
probable that the rupee will be utilized, for
the low value of the rupee alone is con-
sidered in many quarters an insuperable
obstacle, great as the advantages in some
other directions undoubtedly are. What is
probable is that a Straits dollar, to be fixed
in the neighbourhood of the present ex-
change, will replace the British dollar,
which is current throughout the Far East.

The process is familiar, and was successfully
adopted in India. It is one of starvation;
that is to say, the Straits must
cease to issue British dollars and so create
a scarcity which should have the gradual
effect of fixing the exchange.

Test: Blood is the source from which our
systems are built up, and from which we derive
our mental as well as our physical capabilities.
If the blood is diseased the body is diseased.
Sufferers from Scour, Cholera, Dysentery, Bad
Legs, Skin and Blood Diseases, Pimples, and
Scars of any kind are solicited to give Chamberlain's
World-famous Blood Mixture a trial to test its
value. Thousands of wonderful cures have been
effected by it. Sold everywhere at 25c. per
bottle. Beware of worthless imitations and sub-
stitutes.

LOCAL AND GENERAL.

Notes by the Way.
The temporary appointment of Mr T.
H. Hammer as Assistant Secretary to
the Sanitary Board has been gazetted.

It is officially notified that Mr P. N.
H. Jones, lately engineer of Water and
Sewerage Works in Trinidad, has been
appointed to be Assistant Director of Public
Works in the Colony.

Empire Day.
Royal salutes will be fired at noon on
Monday, Empire Day, by the Royal Artil-
lery, in conjunction with the Navy.

Movements of Warships.
H. M. S. *Europa* steamed out of
Port yesterday morning, homeward bound,
with the relieved crews from the *var* as
paying-off ships. H.M.S. *Sirius*, com-
manded by Captain Moore, is due to arrive
on the China Station soon.

Japanese Acrobats.
The troupe of Japanese acrobats, at
present performing opposite the Central
Market, continue to do good business.
Hundreds of people have witnessed their
performances, and have apparently enjoyed
them thoroughly. In the evening, the
performances are from 7.30 to 11.30. The
Company will remain in the City for a week
or two.

A Trio of Drowning Cases.
A native boat woman accidentally fell
from the side of her village boat last night,
and was drowned. The body has not been
recovered. A native employee of the
Quarry Bay Ship building yard, while
walking along the side of the yard, dropped
his purse, which contained some coppers,
into the water. Taking off his jacket, he
plunged into the water in search of the
lost purse, but was never seen to rise
again. He was drowned, but his body has
not been found. A native lad, of the Yau-
nui San-Mills was drowned yesterday at
a salt water pool at Yau-nui. The lad was
described as a school boy.

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NOTES AND NOTIONS.

[By DR. L. L. L.]

SANITARY BOARD AND MOSQUITO-BREEDING—A DECK OF THE BOARD POLICE PRESENTS—THE CHURCH AGAINST THE PUBLICANS.

To the unprejudiced observer who has calmly studied current events during the past few weeks, it would appear as though many of the residents of Hongkong have not a full and complete appreciation of the Board which has been appointed to rule over their sanitary destinies. Some have been railing and storming against the members in terms of indignation most profound; have rushed headlong into print, and, in columns of small cold type, above names deplorable almost as convincing and influential as *Pro bono publico* and *Paterfamilias*, have sought to pillory the Board and hold its doings up to public ridicule and contempt. Let it be once understood that the writer does not hold a brief for the Board. He is animated by nothing more than a desire to see the Board have a fair and square deal—to point out to the dull minds of those who see it not that the members are acting strictly within their province, and in accordance with their obvious duty, in assisting in the cultivation and propagation of a healthy breed of mosquito on the island.

If we are to have mosquitoes, why not have the best mosquitoes—something that we can be proud of, that we can boast about? In the hands of the Sanitary Board, we have reported the power of life or death so far as the mosquito is concerned, and in their wisdom they believe it is better to breed a physically capable variety of artery-prober and malaria-diffuser than a sickly kind that would be of no use to anyone. It is, therefore, the duty of every loyal citizen to abide by their decision. They have, in solemn convocation assembled, reasoned it out that the mosquito is not to be annihilated by such obsolete methods as a frontal attack with scientific appliances. Even if they have not experimented themselves, they have the experiences of the whole of the wide world to go upon, and that should be good enough for anyone. They see that it would be impossible to totally annihilate the insect by keeping the gutters dry, and the waterways free of stagnant pools, and as they have decided that if the things cannot be totally wiped out, the citizens should not, for the sake of just a million or two of mosquito lives, be deprived of the sight of moisture in the gutters and pools in the waterways. If measures are taken which only kill a percentage of mosquitoes, it renders the remainder weak and ineffective, and it is a very poor and pitiful picture a proud Hongkonger would make in the eyes of any visitor from Lucknow, where they boast of their mosquito breeding propensities—if he could only show a limping dyspeptic creature as a sample of the Colony's production. For the sake of this, feelings of the people, therefore, and in the interests of the good name of the Colony, they feel it to be their bounden duty to breed something that not even the humblest amongst us should feel ashamed of. That high motive, too, should be applauded and not deprecated, and in their efforts the Board should have the assistance and co-operation of every loyal subject and progressive citizen.

If the Board ran along blindly, and without regard to the Colony's standing, they might destroy the whole of the mosquitoes and cockroaches on the island, and thus deprive the people for ever of something tangible to growl at and complain about. Were they not cautious they might pour kerosene in the stagnant pools, and prove residents to burn sulphur in their homes, or take some other unwise steps which would have the effect of destroying the charming insect life which now makes the eventide harmonious, and the insects which cheer about in their unchecked myriads to the gloom of every entomologist, and who is not an entomologist here?

From mosquito breeding to criminal catching is a fairly long leap. The latter is suggested by the capture and conviction of one of the gang who perpetrated the Gage Street murder, and is mentioned as a means of bringing to notice a peculiarity in the conduct of the Hongkong police authorities. It might be straightway explained that the peculiarity is not confined to the police officers of this Colony, but is a characteristic of every force in every portion of the world. It is the spasmodic manner in which they go about their business. When criminals such as murderers, incendiaries, and robbers, and kidnappers, and plague-corps dumpers, and every other class in the category of law-breakers are waiting to be arrested, the police by some strange freak of reasoning turn their attention to things of a trivial character, and after a plunge into the misty dust-bins of time, rake out some mouldy, moth-eaten Ordinance and discover thereby that otherwise harmless citizens have been for years breaking in a shocking manner an important law of the land. The peculiarity comes in the fact that even after the discovery they never carry out their work as they should do, but merely conduct a crusade against one section of the offenders and leave the others—generally the worst—to go scot free.

That was brought prominently under notice but a brief while ago when it was discovered that the publicans of the Colony had been guilty of an awful breach of the licensing law for about ten years by not placing a board in a prominent position of their premises announcing that they held a license to retail fermented spirituous liquors. Numbers of publicans were punished for the *crime*, but there the police stopped. In another portion of the Colony are houses where the law is broken in a much worse manner; so much so, in fact, that the revenue suffers considerably, and although the police know of their existence, yet they have done nothing to put a stop to the breach of the law of which they are guilty. In the houses referred to, sly grog-selling is carried on in almost a hushed fashion, and there must be a considerable amount of champagne and other liquors sold contrary to the provisions of the licensing ordinance. When the police have time, and have exhausted other matters, they might continue the crusade they commenced with the attack on the publicans.

THE YARN MARKET.

In their fortnightly report dated the 22nd May, Messrs Chawajee Pallanjee and Co. write:—

Since the issue of our last circular dated the 6th instant, our yarn Market took a turn for the better in place of a weak feeling as stated previously. Limited arrivals, coupled with a brisk demand from the interior, and telegraphic advices of a firm market at Bombay, emboldened dealers who operated to a very large extent, and prices in many instances show an advance of from fifty cents to two dollars per bale. Imports freely met the market, and reaped the first offers made by Chinese, in order to secure the present favourable exchange. Out of the total settlement of about 14,350 Bales reported below, about 6,000 Bales have been contracted for forward deliveries. Prices of No. 20s show little or no improvement, except in a few spinnings which were placed at 2½ to 1 better. No. 16s move to a fair extent at former rates. Prices of No. 12s show an advance of \$1 in almost all sales. The bulk of the business is reported in No. 11s which fetched \$1 to 2 better. No. 8s and 10s move slowly at current rates. The Market closes steady. Sales during the fortnight consist of about 60 Bales of No. 16s—30 Bales of No. 8s—300 Bales of No. 12s—1,725 Bales of No. 10s—1,616 Bales of No. 10s and 2,925 Bales of No. 20s—in all about 14,350 Bales. Arrivals per Steamers *Bombay May, Lightening, Nubia, Kintana, Vindictive* and *Shanghai*, about 14,000 Bales. Shipments to Shanghai and the Northern Ports about 3,500 Bales. The unsold stock is estimated at about 24,000 Bales.

Local Productions.—No sales were reported in the market. Sales of about 1,200 Bales of No. 20s are reported at \$128 to \$131 per bale.

HONGKONG SHARE REPORT.

In their weekly share report dated 22nd May, Messrs Benjamin, Kelly and Potts state:—

We have again very little to report, business generally remaining quiet owing to the continued stringency of the money market.

Banks.—A moderate business in Hongkong and Shanghai Banks has again been put through at 8½. The sterling rate in London is unaltered at 253. Nationals have advanced and can be placed at 82½. Marine Insurance.—Unions remain weak and are on offer at 5525. China Traders have been taken off the market in small parcels at 800 and are still required for North China, Yangtze and Canton have all improved, and are in request at 215, 210, and 212½ respectively.

Shipping.—Hongkong, Canton and Macao Steamers have been dealt in to a large extent at 827. Indo-China have changed hands at 8107 cash and at equivalent for forward. Star, Far East (old issue) have again been booked at 827 cash dividend, the market closing in strong request at 825 for the old and 815 for the new shares ex the dividend of \$120 and 60 cents respectively, paid yesterday. Shanghai and Tientsin Steamers, Cargo Boats and Co-operatives have undergone no change. It has been decided to merge the three foregoing concerns into one under the name of The Shanghai Tug and Lighter Company, Limited, on the 31st instant.

Low Chien Sugars have been disposed of at \$1.6. Luzon are neglected at \$12.

Mining.—Punjons remain quiet with sellers at \$9. Rubies are obtainable at \$91 and 80¢. Diamonds are steady at \$16. Chinese Engineers have dropped to 2½, 2 and are offering at the rate.

Drugs, Pharmas, and Godowns.—Hongkong and Whampoa Docks have been parted with at \$213 cash and \$214 for the settlement. Furnishings are reported in sold the North at 1874. Kowloon Wharfs are in the market at 885. Sales have been made of Hongkong Wharfs at the reduced rate of 215, 220.

Land, Hotels and Buildings.—Hongkong Lands are obtainable at \$170. After small sales at the price. Shanghai Lands have further depreciated and have been sold at 109. Hongkong Hotels are much firmer and have changed hands at \$147, closing in demand at \$148. Aster House Hotel are valued at \$30. Hongkong Estate have been done in a small way at \$17, and there are further enquiries at this rate. China Provident have changed ownership at \$10 and \$9.90.

Cotton Mills.—Evo remain dull at 23, and International are procurable at 23.33. Lau-Kung-Mow have fallen to 23.4, at which figure sales are reported. Hongkong Cottons are steady at \$16.

Cigar Companies.—Sumatra are to be had at 11. Miscellaneous.—Green Island Cements continue in strong demand and large quantities of shares can be placed at \$23. A. S. Watsons are without shares at \$16.5. Electric (old issue) are quoted at \$13 with no sale at all round at this rate, but unfortunately no buyers; the new shares remain in request at \$7. Langkats have been placed in Shanghai at 236.

BRIDGING THE HARBOUR.

Proposal of the Harbour Master.

In his annual report for 1902 the Harbour Master, Hon. R. Murray Rumsey, writes:—This is probably the last Annual Report of this Department which will be signed by me, and being so, I should like to be allowed to make herein a few remarks on the subject of the Bridge across the Harbour which I advocated in the Annual Report for 1901. I have been favoured with information concerning a bridge about to be built across Sydney Harbour, which is to be 3,000 feet long, and 170 feet above water level. This height is necessary to allow of the passage of ships under the bridge, a requirement not called for in our case, owing to our good fortune in having an entrance at each end of the Harbour. The Sydney bridge crosses a portion of the Harbour where the depths are from 6 to 12 fathoms, and is to carry two lines of railway, two road ways of 30 feet each, and two footways of 12 feet each, so that the deck cannot be less than 150 feet wide, 45 feet wider than our new Praya. Tenders have been called for, and so far as my information on that point goes, it seems that those received vary between 1½ and 1½ millions Sterling.

Hongkong's need for easy communication between the two sides of the Harbour is, in my opinion, very great, probably greater than that of Sydney. Shipping has increased steadily during the last 20 years from 13 million tons to 21 million tons, entered and cleared. In 20 years also (1881—1901), the population has increased from 164,402 to 283,975. During the last 10 years (the period during which the statistics have been kept in the Harbour Department) cargo, landed and shipped, has increased from 4½ million tons to 8½ million tons, and the local passenger traffic in Junks and Launches has risen from 44 million to 72 million.

The cry is for more room. Both for inhabitants and for shipping. From a sanitary, economical, and commercial point of view, it is desired. More room for shipping can only be obtained by dredging some of the shallow parts of the Harbour, more room for the inhabitants is already at hand on the Kowloon side of the water; it is desired, however, on the other side of the water, already insufficient for the needs of shipping, all reclamation at or about the harbour frontage was precluded by the fact that the New Territory utilized and developed, a course which cannot be thoroughly carried until communication is made easy.

Hongkong has arrived at its present state of prosperity principally by reason of its natural advantages, first its geographical position, and secondly, its excellent harbour. Nothing we can do or leave undone can destroy the former of these advantages, it behoves us, however, to see that it is not rendered ineffective by reason of our neglecting the latter to accommodate the ever-increasing amount of shipping, which has been frequently and truly referred to as "the life-blood of the Colony."

Taking Sydney as a rough guide, I suggest that the cost of such a bridge as I advocate will be amply provided for with \$9,000,000. The present reported passenger traffic between Hongkong and Kowloon is not less than 6,000,000 annually, which I suggest, would be increased 50 per cent. by the facilities offered by the bridge to the increased population of Kowloon and the New Territory, for once the bridge is decided on, the other side of the Harbour will begin to increase, and the development will go on side by side with the construction of the bridge. Assuming, then, 9,000,000 passengers annually, and further assuming 25 per cent. of them to be of a class capable of paying a very modest toll of five cents, and the remaining 75 per cent. to be collected at one cent, this would give an annual income from the bridge toll of \$1,800,000, which will be 20 per cent. on the suggested cost of \$9,000,000. In addition there would be toll on vehicles, animals, etc., the value of which cannot now be estimated, but would be considerable.

I am not prejudiced, possibly other means are forthcoming for securing the desired end. A tunnel has been suggested, and no doubt offers some advantages not possessed by my scheme, but after consideration I am still in favour of the bridge. However, whether the means adopted be bridge, tunnel, or anything else, I submit confidently that easy communication must be had with Kowloon, unless we are content to keep our natural harbour, while leaving Kowloon and the New Territory undeveloped.

WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:—

On the 23rd at 11.55. The barometer has fallen over Formosa and the Looshoos, pressure is highest over the E coast of China, and relatively low between Formosa and the Looshoos.

Fresh N.E. winds in the Formosa Channel, and moderate S.W. winds over the N. part of the China Sea.

Forecast:—moderate N.W. winds; dull, rainy.

The Dumping of Plague Bodies.

A "business" addresses a letter to "Anti-Dumping" in the following terms:—

"You are quite right in saying that we are more afraid of the Sanitary Board than the toll disease plague itself, and the few suggestions made are indeed very sensible. Bravo! Mr Anti-Dumping! We ought to thank you for bringing this to the notice of the Government."

Sick Babies in Summer.

It is during the warm months of summer that mothers have to be most careful of their little ones, and at the first unusual looseness of their bowels, give them the little sufferer, *doe*, of Chamberlain's Colic and Diarrhoea Remedy. This remedy has been in constant use for over thirty-five years, and is without question the best and safest remedy in use for Diarrhoea and all Bowel Complaints. A bottle should be kept in every house for such emergencies. Get it today; it will save trouble later on. For sale by all chemists and medicine vendors: WATKINS Ltd., General Agents.

THE SHIPPING OF THE PORT.

An Increase for Last Year.

The report of the Harbour Master for 1902 has been issued, and shows that the total tonnage entering and clearing during 1902 amounted to 21,528,780 tons, being an increase, compared with 1901, of 2,263,306 tons, and the same number in excess of any previous year. There were 51,542 arrivals of 10,783,502 tons, and 51,547 departures of 10,754,278 tons. Of British Ocean-going tonnage, 3,010,441 tons entered, and 3,005,148 tons cleared. Of British river steamers, 1,775,060 tons entered, and 1,780,238 tons cleared. Of foreign ocean-going tonnage, 3,273,817 tons entered, and 3,238,719 tons cleared. Of foreign river steamers, 95,761 tons entered, and 95,099 tons cleared. Of Steam-launches trading to parts outside the colony, 97,607 tons entered, and 97,607 tons cleared. Of Junks in foreign trade, 1,613,895 tons entered, and 1,621,314 tons cleared. Of Junks in local trade, 916,016 tons entered, and 903,313 tons cleared. Total British Ocean-going tonnage reported, 27.04 per cent. and river and local, 16.52 per cent.; foreign ocean-going tonnage, 16.52 per cent.; steam launches in foreign trade, 0.91 per cent.; Junks in foreign trade, 15.04 per cent.; Junks in local trade, 4.45 per cent.

Six thousand one hundred and ninety-two (6,192) steamers, 47 sailing vessels, 1829 steam launches, and 17,978 Junks in foreign trade entered during the year, giving a daily average of 71.2, as against 67.6 in 1901. For foreign construction, the daily average would be 17.1 as against 14.8 in 1901.

A comparison between the years 1901 and 1902 shows that for vessels under 200 tons there was an increase of 287 ships, 358,148 tons in the latter year. River steamers, however, were responsible for an increase of 387 ships of 157,539 tons, which leaves a net decrease of 10 ocean-going ships with an increase in tonnage of 200,609 tons. The fall of 10 ocean-going vessels is a genuine decrease, which loses a portion of its significance when the increased size of the vessels, as evidenced by the increase of tonnage, is borne in mind.

For vessels under Foreign Flugs, we find a large increase, viz., 1,267 ships of 1,358,700 tons, of which 301 ships of 33,627 tons are due to River Steamers, one new French vessel having started to run in 1902. The actual number of ships of European construction (exclusive of Steamers and Steam Launches), entering the Port during 1902, was 718, of which 358 were British, and 360 Foreign. These 718 ships entered 4,047,284 tons, giving a total tonnage entered of 6,284,258 tons. This, compared with 1901, 57 more ships entered, 477 more tons, and gave a total tonnage increased by 728,926 tons.

The 358 British vessels carried 2,650 British Officers and 21 Foreign Officers, and the 368 Foreign ships carried 2,737 Officers of whom 293 were British born.

Inspector Macdonald is making a satisfactory recovery from his attack of plague.

Temperature.	
HONGKONG, May 23, 1903.	
Barometer—9 a.m.	29.78
Do. 1 p.m.	29.79
Do. 4 p.m.	29.77
Thermometer—9 a.m.	77
Do. 1 p.m.	77
Do. 4 p.m.	72
Do. (Wet bulb) 9 a.m.	72
Do. 1 p.m.	72
Do. 4 p.m.	72
Do. Maxim.	73
Do. Minimum overnight	73

THE DANGERS OF OVER-STUDY.

REMARKABLE LETTER.

That overwork, anxiety, grief, engender a morbid condition in which the body becomes weakened and exhausted is only too true; and if this condition is allowed to continue the worst results must ensue. In this connection the following letter will be read with interest, as it refers to an important scientific discovery:—

12, Dalgarra Gardens, N. Kensington, W., May 1st, 1900.

Gentlemen—Two months ago I was recommended to take Stearns' Wine of Cod Liver Oil, and I have great pleasure in informing you that I have derived far more benefit from it than from any other preparation I have taken.

I want to tell you that two years ago I was in for several Civil Service examinations, and the strain of studying to break down my health, and left me almost bloodless and subject to acute neuralgia.

I was treated by various doctors, but nothing they prescribed gave me real relief, and you may imagine, therefore, how grateful I feel that I became acquainted with your preparation, which, in my case, has proved invaluable.

Yours faithfully,

GERTRODE L. CLARK.

Stearns' Wine of Cod Liver Oil contains all the essential nutritive principles of the oil without the nauseating oil itself. Thanks to the great scientific discovery above referred to, the valuable extractive principles are entirely separated from the oil and combined instead with a rich full-bodied wine, to which is added pepton's of iron. The result is a liquid which is at once a tonic, tissue-builder and a wonderful nourisher. For all kinds of wasting diseases—impairment, consumption, debility, exhaustion, etc.—Stearns' Wine of Cod Liver Oil is acknowledged by the medical profession to be an ideal remedy, completely superseding ordinary cod liver oil or its emulsions.

Sold by all Chemists and A. S. Watson & Co., Ltd.

NOTICE TO SUBSCRIBERS.

WE BEG TO NOTIFY that on and after the 1st January, 1903, the Subscription to the China Mail will be as follows:—

Per Quarter \$9

Per Month 3

The Subscription for the Overseas China Mail will be as follows:—

Per Annum \$15.00

Per Copy 0.35

BAIN AND REID, Proprietors.

To-day's Advertisements

PUBLIC AUCTION.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on Tuesday, the 2nd day of June, 1903, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, below Mount Kellett Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.	
No. of Lot.	Locality.
1111	Below Mount Kellett Road.
1112	Below Mount Kellett Road.

IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of FRIDERICK JOHN PENTREATH, Late Captain of the Steamship *Sikh*, Deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 38 of Ordinance No. 3 of 1887, made an Order limiting to the 22nd day of June, 1903, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 23rd day of May, 1903.

J. W. NORTON-KYSHE, Official Administrator.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship *ROU*, OF THE NORDDEUTSCHER LOYD, Captain G. MEYER, due here with the outward German Mail about WEDNESDAY a.m., the 27th inst., will leave for the above places about 12.30 hours after arrival.

NORDDEUTSCHER LOYD.

For further Particulars, apply to MICHOLS & Co., Agents.

Hongkong, May 23, 1903. 1113

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALOUTTA.

THE Company's Steamship *KUMSANG*, Captain BULLER, will be despatched as above on SATURDAY, the 30th May, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, May 23, 1903. 1108

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *VALETTA*, Capt. W. B. PALMER, N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY on SATURDAY, the 6th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay, WITH TRANSHIPMENT.

Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, May 23, 1903. 1110

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *BENTOMOND*, FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 23, 1903. 1107

To-day's Advertisements

PUBLIC AUCTION.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on Tuesday, the 2nd day of June, 1903, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, below Mount Kellett Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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No. of Lot.	Locality.
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Hongkong, May 23, 1903. 1110

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All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 23, 1903. 1107

ROBINSON PIANO CO., LIMITED.

End of Hiring Season.

SECOND HAND

Pianos to be cleared out at the undervoted low prices: Warranted in excellent condition.

Werner . \$400
Needham . 380
Dorner . 375
Ronish . 400
Schiedmayer 250
Bord . 280
Rachals,
Semi-Grand 700
H. & Muller,
Semi-Grand 350

And others of our own make at varying low prices.

OUR STOCK OF SMALL INSTRUMENTS AND MUSIC

is also being sold at greatly reduced prices at this season preparatory to our fresh stocks coming to hand.

Hotels.

HOTEL ORAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS. T. LEPHONE 66.

For Terms, Apply to the MANAGER. 741

THE WAVERLEY HOTEL.

106 HOUSE STREET, HONGKONG. A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH. Hongkong, December 18, 1900. 2639

Pelham House, FAMILY HOTEL.

WYNDHAM STREET, M. MOORE, Proprietor.

Dentistry.

S. I. EN T. L. N. U. Surgeon Dentist, No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free. Hongkong, April 24, 1900. 628

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GOSPORT, LIVERPOOL, GLASGOW, THIRIST, GENOA, PORTS in the LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Segovia, Capt. FORCK, 2nd June, 1903. Freight.

S.S. Strassburg, Capt. MADSEN, 16th June, 1903. Freight & Passengers.

S.S. Suevia, Capt. BORCK, 30th June, 1903. Freight.

S.S. Nürnberg, Capt. JAHNKE, 14th July, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Nürnberg, Capt. JAHNKE, 14th July, 1903. Freight.

FOR HAVRE AND HAMBURG.

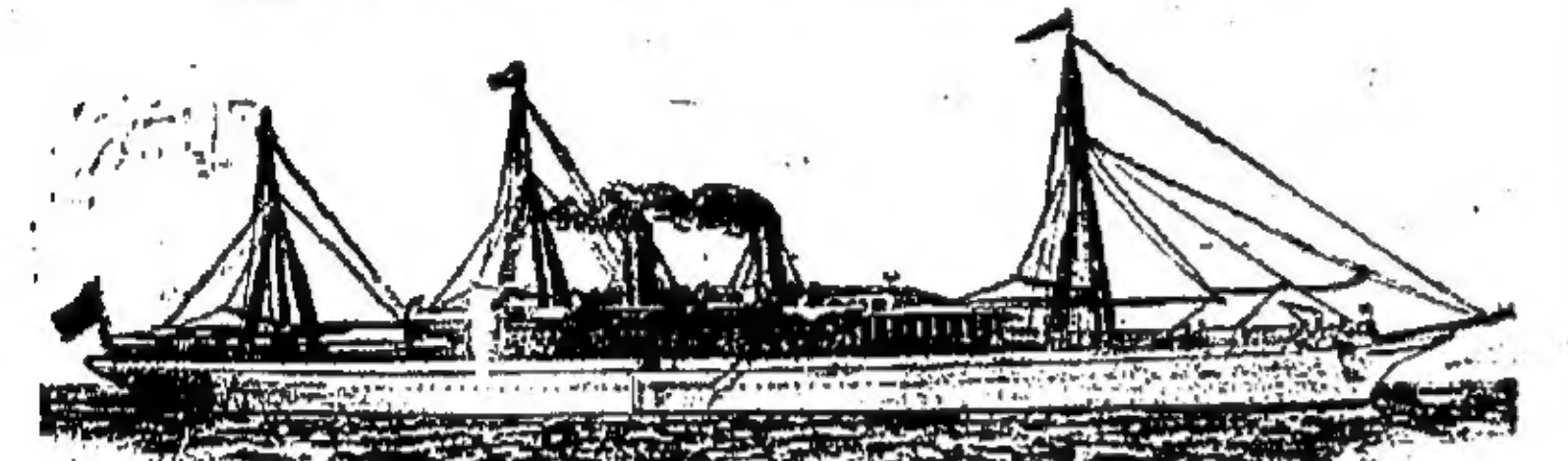
CALLING AT SINGAPORE AND PENANG.

S.S. Nürnberg, Capt. JAHNKE, 14th July, 1903. Freight.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.PROPOSED SAILINGS FROM HONGKONG
(Subject to Alteration.)

STEAMSHIP	Tons	Captain	Hongkong
R.M.S. ATHENIAN	3882	WEDNESDAY, May 27.	
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY, June 3.	
R.M.S. EMPRESS OF INDIA	6000	WEDNESDAY, June 24.	
R.M.S. PARTAR	4425	WEDNESDAY, July 22.	
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY, Aug. 5.	
R.M.S. ATHENIAN	3882	WEDNESDAY, Aug. 12.	
R.M.S. EMPRESS OF INDIA	6000	WEDNESDAY, Aug. 29.	

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information Maps, Guides, Books, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent,
PEDDER STREET 1112
Hongkong, April 22, 1903.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN,
MOJI, KOBE & YOKOHAMA; FORPORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN HONGKONG

INDRASAMHA 5197 R. P. Craven June 14, 1903

ANDRAVELLI 4899 W. E. Craven July 13, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight (and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, May 5, 1903.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Steamers Destination Sailing Date

KANAGAWA MARU, MARSHALLS, LONDON and SATURDAY, 30th

J. McKENZIE, ANTWERP, Via SINGAPORE, PEN- May, at Daylight.

KAGOSHIMA MARU, BOMBAY, Via SINGAPORE TUESDAY, 2nd

R. Kori, and COLOMBO. June, at Noon.

AKI MARU, VICTORIA, B.C. and SEATTLE TUESDAY, 2nd

J. W. Eastland, U.S.A., Via SHANGHAI, MOJI, June, at 4 p.m.

Kobe and YOKOHAMA.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway.

or further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chase Road.

A. S. Mihara, Manager.

Hongkong, May 19, 1903.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,
ANDCHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	PELUS	27th May.
GLASGOW AND LIVERPOOL	YAMAGUCHI	4th June.
GLASGOW AND LIVERPOOL	OPACK	9th June.
GLASGOW AND LIVERPOOL	TELEMACUS	15th June.
GLASGOW AND LIVERPOOL	PRONETHEUS	20th June.
GLASGOW AND LIVERPOOL	STENTOR	27th June.

The S.S. PELUS left Singapore on the 22nd inst., and is due here on 27th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	PATROCLOS	25th May.
LONDON	CALCHAS	4th June.
LONDON	BYSON	20th June.
MARSEILLES, LONDON & ANTWERP	ASTOR	23rd June.
MARSEILLES, LONDON & ANTWERP	ALCIBIOS	14th July.
LIVERPOOL	OPACK	14th July.
MARSEILLES, LONDON & ANTWERP	PELUS	12th May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via N'K, KOBE & YOKOHAMA.	TELEMACUS	17th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, May 23, 1903.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	SHANSHI	25th May.
SHANGHAI	WILMPOA	26th May.
CEBU AND ILOILO	KAIPOK	26th May.
CHEFOU AND TIENTSIN	NANCHANG	1st June.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unparalleled.

A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, May 22, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Date
ZIETEN	WEDNESDAY, 27th May.
STUTTGART	THURSDAY, 11th June.
ROON	THURSDAY, 25th June.
PREUSSEN	THURSDAY, 9th July.
HAMBURG	THURSDAY, 23rd July.
PRINZ HEINRICH	THURSDAY, 6th Aug.
SACHSEN	THURSDAY, 20th Aug.
KIAUSCHOU	THURSDAY, 3rd Sept.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 27th day of May, 1903, at Noon, the Steamship ZIETEN, of the NORDDEUTSCHER LLOYD, Captain R. WILHELM, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above.

Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 26th May. Cargo

and Specie will be received on Board until 5 p.m. on Tuesday, the 26th May, and

Parcels will be received at the Agency's Office until Noon on Tuesday, the 26th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

1947

NORTHERN PACIFIC S.S. CO.

BOSTON STEAMSHIP CO.

BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers Tons Captains To Sail

SHAWMUT 1906 W. M. Smith May 30.

OLYMPIA 2837 J. Trubridge June 24.

TACOMA 2812 A. Dixon July 6.

VICTORIA 2502 J. Pantou July 6.

Steamers marked (*) have no passenger accommodation.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special Rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST POINTS and to the Principal Cities in the United States and Canada.

For further information as to Freight, or Passage, Apply to DODWELL & CO., Limited, General Agents.

Hongkong, May 11, 1903.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP	Malacca	Noon, 25th May.	Freight or Passage.
SPICE PANG CIBO, PORT SAID & MARSEILLES	A. F. STREET	May.	Freight or Passage.
YOKOHAMA, via SHAL, MANILA	H. G. H. LEWELIN	About 30th May.	Freight or Passage.
AND KOBE	TELEMACUS	About 30th May.	Freight only.
SINGAPORE, COLOMBO, H.W. KESTRICK, S.S.R.	Valetta	Noon, 6th June.	See Special Advertisement.
AND BOMBAY	W. B. PALMER, S.S.R.	About 6th June.	Freight or Passage.
LONDON &c.	Massilia	About 6th June.	Freight or Passage.
SHANGHAI	G. W. COCKMAN, S.S.R.		

For further Particulars, apply to

E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, May 23, 1903.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Sail on undisturbed—All Electric Light—Perfect Cuisine—Surroundings—all the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship Tons Captain For Sailing Dates

ZAFIRO 1540 R. Rodger Manila Direct May 30, at 10 a.m.

RUBI 2540 R. W. Almond " June 6, at 10 a.m.

PERLA 1980 J. McGinty " " "

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Hongkong, May 23, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, VIA SWATOW	DAIJI MARU	SUNDAY 24th May.
AND AMOY	T. OAZA	May.
ANPING, VIA SWATOW	MAIZU MARU	WEDNESDAY, 27th May.
AND AMOY	T. SAITO	27th May.
TAMU, VIA SWATOW	DAIJI MARU	MONDAY, 1st June.
AND AMOY	T. W. GROVES	June.
FOOCHOW, VIA SWATOW	ANZY MARU	WEDNESDAY, 3rd June.
AND AMOY	T. GOTO	3rd June.

The Co.'s new Steamers are especially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodic inspection by the Government Marine Surveyors, and are registered in Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamu to land all Passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, MANAGER.

Hongkong, May 22, 1903.

TOYO KISEN KAISHA

(ORIENTAL S. S. Co.)
REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship ROSSETTA MARU, 3870 Tons, Captain N. TATE, will be despatched for MANILA on WEDNESDAY, the 27th May, at 11 a.m. To be followed by Rosetta Maru on the 2nd June.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unparalleled Speed. Electric Light. Doctor and Stewards carried.

For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, 100 House Street.

K. NAKASHIMA, Manager.

Hongkong, May 21, 1903.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EMPIRE.

Captain HUGHES will be despatched as above on WEDNESDAY, the 3rd June, at noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 14, 1903.

STEAMSHIP SERVICE TO NEW YORK, VIA SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS.)

THE "Shire" Line Steamship PEMBROKESHIRE.

Shortly expected, will have quick despatch.

The American Asiatic Steamship Co.'s NORMAN ISLES.

will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.

Hongkong, May 16, 1903.

Shipping.

REGULAR
STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Philippine Ports).

PROPOSED SAILINGS FROM HONGKONG.

THE Steamship HUDSON.

will be despatched for the above ports on or about 25th May.

For Freight and further information, Apply to

STANDARD OIL CO. OF NEW YORK.

Oriental Freight Department, Agents.

Hongkong, May 14, 1903.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAITAN.

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